NEW PUBLICATIONS.

THE BOOK OF THE BEGINNINGS. A Study of Genesis, with an Introduction to the Pentateuch. By R. HEBER NEWTON, Rector of All Souis' Protes-tant Episcopal Church, New-York City. Svo. pp. xv., 311. G. P. Putnam's Sons.

It is evident that modern Biblical criticism has Sone much to modify the views which were formerly entertained concerning the Bible. But it has not done so without great opposition. A large, able and conscientious minority of Christian scholars and teachers has attempted, though thus far in vain, to stem the oncoming tide. They have tried to hold the Church not only to the traditional ecclesiastical Interpretation of the Scriptures, but also to many of the popular interpretations of the English version. The views of these traditionalists were excellently and precisely expressed by Bishop Gregory Thurston Bedelt, of Ohio, a few days ago, when he said: "No word of the present English translation of the Bible -which is indeed the Bible for us-can be touched either by criticism or by scepticism without disloyalty to the Church, danger to the truth, and harm to souls. The creation of doubt is the beginning of

But, whether rightly or wrongly, the Christian world seems rapidly drifting away from this extreme view of the Bible. It is not even the uniform teaching of the Church of which Dr. Bedell is an ac-complished bishop. The Christian scholarship of the world has decided that the Bible is a legitimate object of honest and reverent criticism, and that the cause of truth cannot be imperilled by correcting the errors and misconceptions of the past. Dr. Newton has attempted in the book before us

to provide a plain and simple handbook embodying his peculiar ideas on the Book of Genesis for the general reader. The nucleus of the book consists of the lectures on the Bible which he delivered in his church last winter, and which were then discontinned at the request of Assistant Bishop Henry C. Potter. To the lectures which were delivered Dr. Newton has added an elaborate introduction on the Pentateuch and has also appended a number of explanatory notes. Concerning the Pentateuch Dr. Newton's theory is startlingly radical. He says that its Mosaic authorship cannot be proved; that it rests simply on tradition, and is confirmed by no testimony of the book itself or of the other Old Testament writings, and finds no real support in the language of the New Testament. He considers that there are in the Pentateuch itself many touches of a handwriting of a much later date than the period of the Exodus, and that, moreover, the whole history of the nation from the Exodus to the Exile denies the operation and even the existence of such a book as the Pentateuch. Judging therefore from external and internal evidences, the inference appears to him to be plain that the Pentateuch is a composite work, and that at best Moses was merely the third of an author or an editor of other men's composi-

This theory in a modified form is familiar to Biblical scholars. The composite character of the five Mosaic books has been generally explained by orthodox commentators by saying that Moses, under divine inspiration, made use of two or more traditions which had been handed down from remote antiquity, namely those of the so-called Elohist and Jehovist. But they were careful not to allow this theory to stand in the way of the other theory of the Mosaic au thorship of the Fentateuch, and their position is well stated by Horne in his "Introduction to the Old Testament," when he says: "Nothing is more certain than that this book was written by Moses.' But while it is thus admitted that the Pentateuch is a composite work, there is no general agreement as to how far it is a composite work or who were its author or authors. There is a great difference be tween the theory that Moses, under divine inspira tion, reworked old materials into one narrative, and the theory that the Pentateuch as such was entirely unknown until the period of the Exile. Dr. New-ton's followers would of course say that his theory is no more baseless than that of the Mosaje authorship; and that he brings to its support internal evidences which are entitled to consideration. The Exilian authorship may never be proved; Dr. Newton certainly has not proved it. But it is an interesting theory, and explains to some minds facts which are to them otherwise unaccountable.

It is pleasant to note that Dr. Newton is not concerned simply in tearing down old theories-a charge which was frequently made against him during the delivery of his lectures, possibly at that time with justice. He tears down in order that he may build on the old foundation, something which he considers on the old foundation, something which he co better and more enduring. His brethren may not agree with him in his results, but ithey will doubtless be willing to acknowledge the excellence and

purity of his motives.

Dr. Newton in speaking of the Pentateuch says:

We have here most thoroughly human books, compositions elaborated slowly and painfully through the processes of history-making found among all early peoples. A Book of Mormon may be discovered whole and complete, where, as its worshippers claim, an angel left it for the prophet. The Pentateuch grew under Providence, in the growth of a people, by accumulations which we can peel off and assign, approximately, to their several ages. It was fashioned by a bost of painstaking writers, each of whom wrote his leaf and left it in the literature of a people, to be, by later authors, extracted and inserted in the history of the riebrew origins. It was not dictated to Moses on the mount, during the forty days spent there—according to the quaint theory of the Jewish rabbin; it was composed bit by bit, "in sundry times and in divers portions."

In this view of the Pentateuchal history we have the clew to the interpretation of the passages which offend the moral sense. One might well be puzzled in reading many of these passages in the light of the traditional theory of the nature of this book. In such a composition as we have seen it to be, their presence is quite readily explanable.

light of the traditional theory of the nature of this book. In such a composition as we have seen it to be, their presence is quite readily explainable. The traditions of the people naturally preserved memories of cruel and brutal actions, of dark and dreadful passions, from the times when man was still very much of a savage. These would have, to a later historian, a value in picturing the actual social state of antiquity which would warrant their admission on his pages.

To those who believe in Dr Newton's theory of

To those who believe in Dr. Newton's theory of the Pentateuch, his method of interpreting Genesis will present no difficulties. "The Revelation," he says, "which came through Israel came in the human consciousness of God, which slowly wakened into clearness. It was an historic growth in man of man. The beginnings of this historic process of learning the true knowledge of God are set before us in Genesis. . . . All writing profitable for instruction in rightcousness is God-breathed." There is no doubt that while Dr. Newton bas, in the opinion of many conservative scholars, gene dangerous lengths in Biblical criticism, he has only gone a few steps further in the way which these same scholars have opened out, and along which they are slowly travelling. It is not so long since a belief in the literal days of Creation in Genesis was regarded as essential to calvation. Now the most orthodox Biblical scholars interpret the Creative days to mean countless

Dr. Newton does not claim to be a profound Biblical scholar. There is a rhetorical fervor about some of his arguments which touches the heart rather than convinces the intellect. He is essentially a preacher aiming to convince, rather than a dispassionate narrator of facts. But he has put in popular form some of the most important arguments in modern Biblical criticism, and even those who do not agree with his book will find it readable.

This is not the place to discuss Dr. Newton's right as an Episcopal clergyman to hold such views serning the Bible. It is a fact worth noting that he is able to place at the front of his book a pregnant extract from no less a writer than the Rev. J. Liewellyn Davies, the well-known English Biblical scholar, expressing the same general view of Biblical criticism. The passage is taken from his book on "Theology and Morals," to which Assistant Bishop Henry C. Potter has writ-ten an introduction. Dr. Davies says: "The change of attitude with regard to the Bible which science is forcing upon us only brings us back to he Apostolic principle. The faith of the Christian Church, in its first days, certainly did not rest upon an infallible book. 'Not the letter, but the spirit,' was St. Paul's maxim, and he included in 'the letter' the words of documents which he held sacred . . . The Christian will no longer be able to avail himself of the short and easy method of the syllogism, 'All that is in the Bible is true; this is in the Bible, therefore this is

true.' But the loss ought to be a great gain. The Word of God interpreted by history and life is a grander object of faith than even the Bible."

NOTES ON EDUCATION.

The trustees of Leicester Academy, at Leicester, Mass., are arranging for the centennial celebration of the Institution on September 4, 1884. This is one of the oldest academies in New-England, and many of its pupils have become distinguished in every walk of life. Former pupils who may desire to be present are requested to send their names and addresses to Mr. Charles A. Denny, Leicester, Mass.

The Commencement exercises of Racine College will take place on July 9. The college has recovered from the shock of Dr. De Koven's death and under the wise and able leadership of its president, the Rev. Dr. Albert Zabriskie Gray, it is entering upon a long career of usefulness.

The Baltimore Sun in reviewing the past year's work of the Schools of Art and Design at the Maryland Institute, calls attention to the need of such schools, and the tute, calls attention to the need of such schools, and the eagerness with which the people avail themselves of them. "The seven hundred and forty students," it says. "In the day and night schools of the Maryland Institute show how capable these schools are of filling a need, and how pressing that need is. But what the Institute is now doing falls far short of what it could do if its practical usefulness in the broad and varied domain of what President Gilmun designated as a hander of the countries. usefulness in the broad and varied domain of what President Gilman designated [as 'handcraft' were extended. The material support that has been given to our [institute schools has been so small hitherto that the wander is the greater they should have accomplished so much with such comparatively meagre resources. In looking at the drawings on the walls no one could fail of noticing the evident thoroughness of the instruction which had led the students by successive steps from the first rudiments in drawing and designing up to the higher stages of fine art and construction. But the teachers have been embarrassed for want of many things that are absolutely essential to the proper conduct of such schools."

According to the last school [census, 16,202 children of

According to the last school 'census, 16,202 children of school age in San Francisco did not attend any school last year. The Econing Call, of San Francisco, declares that the question now before the Department of Education in California is whether high schools or primary schools," shall continue to exist. "Either: the primary schools," shall continue to exist. "Either the primary schools," it says, "or the advanced schools must suffer unless there is an increase in the school fund. Not only have new schoolhouses to be built, but more teachers must be employed. The lower schools are already too crowded.
Doubtless if teachers' salaries were adjusted on the pasis
of the work done, some saving might be made in the present expenditure. Thousands of dollars are paid out present expenditure. Thousands of dollars are paid out each year on the grade of the certificate. Two teachers do equal work and with substantially the same results, yet one draws more salary than the other on the strength of holding a higher grade certificate. If the Board would set itself resolutely to the work of adjusting salaries according to the work done, there would be a greater disposition to increase the school fund so as to meet the real needs of all school children. The advanced schools would without doubt be continued in their present efficiency if the matter were left to taxpayers. The School Department is about the last in which a too rigid economy should be enforced."

The Tuskegee Normal School, in Tuskegee, Ala., which was established in 1881 for the education of colored people, has entered upon a successful career under the guidance of Professor B. T. Washington. Industrial training ance of Professor B. T. Washington. Industrial training is a prominent feature of the course, and includes farming, brickmaking, carpentry, printing 'and housekeeping, and sewing for the girls. To these blacksmithing, tinsmithing, shoemaking, painting and broom-making will be added. The institution has been aided by the Legislature of Alabama, the Slater fund, and donations from friends North and South. It holds 580 acres of land, on which was erected Porter Hall in 1882, at a cost of \$6,000. During the present summer an effort will be made to 'crect a new building which will be known as Alabama Hall. It will cost about \$10,000, of which \$6,000 has already been raised.

[A large number of "old, boys" throughout, the courty

"A large number of "old boys" throughout the will be pained to read the following, which appeared in The Philadelphia Inquirer a few days ago: "The Ury House Boarding School for Boys, on Fine Road, at the Fox Chase, was yesterday closed finally as an Institution of learning, with the ending of the spring term. The ac-tion in abandoning the school is due to the advancing years and falling sight of Mrs. Jane Crawford, the ladv who founded it in 1863, and who has managed it solely herself during the twenty-one years of its existence. The Urv House is an old homestead, and an extremely odd one in it appearance. It stands some distance back from the road, where it is almost impossible to see it through the dense foliage. The grounds around it are ample, covering many acres of shady lawn. The house has three stories, but is scarcely more than house has three stories, but is scarcely more than thirty feet in height, and it even looks lower than that to the eye. The cellings of each floor range from six to seven feet in height, and from its peculiarity this dwelling has been dubbed at various times in its history with the appropriate nickname of the "Cabin." It was foriginally built by Colonial Swedes somewhere in the waning years of the seventeenth century. The walls outside and the party-walls within are two feet thick, showing that its original owners built it with a view of solid protection against hurricanes, and a probability of its lasting to an age of immemorial date as a monument to the early settlers in that neighborhood."

The new collegiate normal course of the University of is for entrance. An interesting plan of non-aca demic work is thus announced in the last catalogue

 $_a$ "Believing that the strength and value of the University is measured by its service to the State at large, and wishing to reach as many of our citizens as possible in a helping and stimulating way, the Faculty cordially invite helping and stimulating way, the Faculty cordially invite all who desire to pursue special or general courses of reading and investigation, and who for any reason cannot become more closely connected with the University, to correspond with those in charge of such studies. Suggestions as to authorities, arrangement of topics, prices of books, etc., will be gladly given. All who are seeking special information or self-culture, and the highest lines of citizen-life and influence, should feel that by the generosity of the State advice and information are freely placed at their command. Personal supervision, by correspondence, will be cheerfully given to the work of reading clubs or associations for study; and an occasional visit from some member of the Faculty can be secured, when desired by such associations, or application."

Miss Annette Schenck, a granddaughter of the late Peter H. Schenck, will open a school for young women and children, at No. 4 East Fifty-eighth-st., in this city, on the first of next October. Besides the full course of studies in the English branches, music, and the lan-guages, an art department will form a special feature of the school. Deparative painting, drawing, modelling in the school. Decorative painting, drawing, modelling in terra-cotta, repoussé and fine needle-work will be taught terra-cotta, repousse and fine needle-work will be taught by a graduate of the South Kensington Museum. Miss Schenck herself has made a close study of the South Kensington school, and will have the Gobelin tapestry stich taught, besides others. Miss Schenck says of her plans: "I am receiving cordial support. William M. Evarts, Justice Barrett, of the Supreme Court, ex-Judge Edwards Pierrepont, Bishop Stevens, of Pennsylvania, the Rev. Dr. Morgan, and others well known are taking a personal interest in the school, and assure me that the plan will prove a success." A kindergarten department will also be added.

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Sian of New Jersey, approved April 21, 1876, and are payable in ten years (81,000 cach, registered, bearing interest at
the Sinking Fund Commissioners.
For the payment of the bonds the credit and whole property
of the city are peigged. They are no addition to the debt of
the city but are issued for bax arrearage. A sinking fund is
established by law providing means of hydication at maturity right is reserved to relect any or all bids not deemed for turity.

The right is reserved to reject any or all bids not deemed for the interests of the city. Such guarantee of good faith will be required from successful bidders as the Department of Finance may determine. nance may determine.

Proposals for Tax Arrearage
Bonds," and addressed to the understraed.

P. T. QUINN.

Comptroller of the City of Newark, N. J.

Enropean Advertisements.

LIEBIG COMPANY'S EXTRACT OF MEAT.

Finest and Cheapest Moat-flavoring Stock for Soups, Made Dishes and Sauces, etc. Annual sale, 8,000,000 jars.

LIEBIG COMPANY'S EXTRACT OF MEAT.

An invaluable Tonic in cases of weak digestion and debility. "Is a success and boon for which Nations should feel grateful." See "Medical Press," "Lancet," etc.

LIEBIG COMPANY'S EXTRACT OF MEAT.

Genuine ONLY with fac-simile of Baron Liebig's signature in Blue Lacross Label. The title Baron bar and photograph having been bargely used by dealers with no connection with Burbig Company alone can ofter the article with Baron Liebig signarantee of genuineness.

LIEBIG COMPANY'S EXTRACT OF MEAT.

To be had of all Storekeepers, Grocers and Chemista, Sole Agents for the United States (wholesale only), C. David & Co., 9 Fenchurch-avenua, London, England.

Sold wholesale by Fark & Tilford, Smith & Vanderbock, Acker, Merrall & Condit, McKesson & Robbins, H. K. & F. B. Thurber & Co., and Messrs, W. H. Schieffelm & Co.

Grates and Tenders.

J. S. CONOVER & CO., DESIGNERS AND MANUFACTURERS OF

GRATES AND FENDERS, OPEN FIREPLACES.

DIRECT IMPORTERS OF TILES. NO. 30 WEST 23D-ST.

Ocean Steamers

ANCHOR LINE.—U. S. MAIL STEAMERS.
GLASGOW via LONDONDERRY
Bollyla. ...June 21, 8 p. m. Auchoria. ...July 5, 3 p. m.
Devonia. ...June 28, 9 g. m. Orcass 2. July 12, 8 a. m.
Cabin passage, 500 to 580; second cabin 530.
Steerage passage (to or from \$1.5; 50.
LIVERPOOL AND QUEENSTOWN SERVICE.
From Pier 41 North River, foot of Leroyat.
AUSTRALsaits July 12, Aug. 9, 5ept 0,
Superb accommodations for all classes of passengers.
Cabin passage 500 to \$100 according to accommodations.
For passage, Cabin Piers, Book of Rates, &c., apply to
HENDERSON BROTHERS, 7 Bowling Groch.

CUNARD LINE.

SPECIAL NOTICE .-

THE R. M. S. SCYTHIA
will rail from Boston Saturday, June 21, at 4 p. m. Excellent
cabin accommodations. For passage apply to
VERNON H. BROWN & CO., Agents,
4 Bowling Green,

GENERAL TRANSATLANTIC COMPANY.

Between New York and Havre.
Company's plor (new), No. 42 North Biver, foot of Morton-st.
NORMANDIE Transcell. Wednesday, Juny 2, new LABRADO 4, olifer. Wednesday, July 2, neon.
ST GERMAIN, Bonneau Wednesday, July 2, 6 a m.
Checks physible at signi, in amounts to suit, on the Banque.
Transatiantic of Paris.

LOUIS DE BEBLAN, agent, No. 6 Bowling Green

CUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUIENSTOWN AND LIVERPOOL
Leaving Pier SS. N. R. foot of King. st.
WYOMING SAUMERS, June 21, 3:30 p. m.
ARIZONA Saturday, June 22, 3:30 p. m.
ALASKA Saturday, June 22, 3:30 p. m.
ALASKA Saturday, July 5, 2:30 p. m.
MYSODNIN Tuesday July 15, 10 s. m.
WISCONSIN Tuesday July 15, 10 s. m.
FF These steamers are built of iron, with water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having bath-room, smoking room, drawing-room, plane and library, also experienced surgeon, siewardess and caterer on each steamer. The state-rooms are all upper deck, thus then and light.
Cabin passage (according to state-room), sen, \$80 and \$100. Cabin passage (according to state-room), \$60, \$30 and \$100; metrimediate, \$40. Sieerage at low rates. OFFICE, No. 29 BROADWAY. GUION & CO. OFFICE, No. 29 BROADWAI.

HAMBURG-AMERICAN PACKET COMPANY'S Semi-weekly Mail SS, Line for PLYMOUTH
(London) Cherbourg, (Paris) and HAMBURG.
June 28 MORAVIA. June 28
WHALAND June 29 HAMMONIA July 3 Rares First Caoin, \$60, \$70 and \$80, according to location, steerage, \$20, itomal trip at reduced rates. Sicerage from groups, \$18, Send for Tourist Gasette.

KUNHARDT & CO., Gen. Agts., No. 61, Broad-st., N. Y. C. B. RICHARD & CO., Gen. Fass. Agts., 61, 8 way, N. Y.

C.B. RICHARD & CO., Oct. Pass. Agis., 01 B way, N. Y.

INMAN LINE OF STEAMERS.

FOR QUEENSTOWN AND LIVERPOOL.
CITY OF BERLIS.
CITY OF MONTREAL.
Saurday. June 23, 4 p. m.
CITY OF CRICAGO.
The Call Agis of the Common Section of Section Passage, 4 p. m.
CABIN PASSAGE 500, SSO and \$100. Intermediate, \$40.
STEERAGE to or lovin New York, \$1°,
For passage, &c., apply to the INMAN STEAMSHIP Co.
(Inmited). Washington Building, 1 Broadway, N. Y.
Philadelphia Office, No. 105 Bouth 4th-st.

THE NEW AND FAST AMERICA, Captain Grace,
Sails for Liverpoot, WEDNESDAY, JULY 16, 11 a.m.
FIRST VOYAGE TO NEW YORK, 6 days, 15 hours, 41 min.
Saloon, 360 to \$100.
Choice rooms and superh accommodations.
Apply to Y. W. J. HURST,
Washington Building, Battery Place, New-York.

Washington Building, Battery Place, New York.

RED STAR LINE.—For Antwerp and Paris,
Sating from New-York and Antwerp every Saturday,
WESTEIN LAND.—Saturday, June 21, 2000 p. in.
Pic.N.I.A.N.D.—Saturday, June 21, 2000 p. in.
Pic.N.I.A.N.D.—Saturday, June 28, 9-30 a. in.
Pic.N.I.A.N.D.—Saturday, June 28, 9-30 a. in.
Paloon, 800 to 200, excursion. 8110 to \$100, Second Cabin.
Saturday, Science and Cabin.
Saturday, Science and Cabin.
Saturday, Story Control, Saturday, Saturda

Ceathers.

A NORTH GERMAN young lady, who speaks and is a leacher of missic desires a situation as, governess. Reference given Apply 167 East 79th-st.

TEACHERS' AGENCY.—36 West 21st-st., N. Y. Professors, teachers recommended to schools and families; careful advice in choice of best schools.

H. HESSE,

OYAL MAIL TO THE NETHERLANDS,
For Amsterdam.
Set Amsterdam.
For Amsterdam.
Set Amsterdam.
For Rotterdam.
Set Methods, June 25, 7:30 a. m.
Pirat Cabin. 570, second, 550, steerage, 316; prepaid, \$17.
II. CAZAUX, General Agent, 25 South Williamst.
FUNCH, EDYE & CO.,
T. W. Wolfields & Son.
278. William-st., Preight Agta.

60 B'way, Gen. Pass. Agt.

Ocean Steamers.

A -ABLE AND THOROUGH TEACHERS
A. of all grades, tutors, governesses, lecturers, companions, &c.; circulars of best schools free; no charge to those employing teachers, nor to teachers until engaged.

E. MIRIAM COYRIERE & CO., SI Essat 17th-st., Union Square.

A MERICAN SCHOOL INSTITUTE, estab-

OELRICHS & CO., No. 2 Bowling Green.

PACIFIC MAIL STEAMSHIP COMPANYS
LINES FOR GALIFORNIA, SANDWICH ISLANDS,
JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.
From New-Yors, pier foot Canal-st., N. R.
For San Francisco, via the Islamos of Panama,
CITY OF PARA sails Friday, June 29, noon.
Connecting for Central and South America and Mexico.
From San Francisco, 1st and Brannan sts.
For Japan and China.
CITY OF TOXI - is 1 residay July 1, noon.
For HONOLULU, NEW-ZEALAND and AUSTRALIA.
ALAN I IA sails saturday, July 3.
To narrival of London mains at San Francisco.
For freight, passage and general information, apply at company's office on the pier, foot Canal-st. N. R.
H. J. BULLIAY, Superintendent.

WHITE STAR LINE,—MAURY ROUTE, INITED STATES AND ROYAL MAIL STEAMERS. FOR QUEENSTOWN AND LIVERPOOL. BALTIC, Capt. Bence. Tinraday, June 18, 1:30 p. m. BRITANNIC Capt. Perry. Saturday, June 28, 9:30 a.m. EPUBLIC Capt. Irving. Thursday, July 3, 1:30 p. m. CELTIE, Capt. (Fedde). Saurday, July 12, 8 a.m. Saurday, July 12, 8 a.m.

Steamboats and Railroads.

A LBANY BOATS, PEOPLE'S LINE,
DREW and ST, JOHN.
Leave Pier 41, N. R., foot of Canal-st, every week day at6 p. m. B.—Tickets sold and baggage checked to all stations on New York Central R. R.; and West Shore Railroad good for passage and stateroom berth.

A . TROY BOATS, CITIZENS' LINE.

A . Steamers CITY OF TROY and SARATOGA leave Plot

44 North River, foot Christopher-at, daily except Saturday,
at 6 p. m., connecting with morning trains for the North and
Weet. Sunday's steamer touches at Albany.

FALL RIVER LINE

FOR BOSTON AND EAST.

Spiendid steamers PILORIM and PROVIDENCE leave
New Yorkdaily (SUNDAYS INCLUDED) at 5 pm. from Pier
R. N. R., foot of Murray-st. Connection by ANNEX BOATS
from Brooklyn at 4:39 f. m. Jersey City 4 p. m. MUSIC.
A celebrated Band and Orobestra accompanies sach Steamer.
File Concert in Grand Saloon every evening. TICKETS,
FATEROOMS &c., can be obtained at all principal hoteis;
trainful and ticket offices, at Pier 28. N. R., fand on steamers.
File IGHT.—This line has a fleet of steamers engaged exChasyled; in the freight service, thus insuring prompt and reliable movement. Rates as low as other lines.

BORDEN & LOVELL,
Agents.

THOSE PONYDOWN AND KINGSTON.

FOR RONDOUT AND KINGSTON,
Landing at Cranstons (West Point, Cornwall, Newburgh, Mariboro, Milton, Poughkeepaic and Escopus,
Connecting with Ulster and belaware and Stony Clove R. R.
Steamboats JAMES W. BALDWIN and 111 Oc. 18(4).

10.3 prevedaily at 4 p. m., Pier foot of Harrison-st., N. R. LEHIGH VALLEY RAILROAD.—Passenger trains leave depot foot of Cortiandt and Desbroases at at 8:10 a.m., 3:40 ami 7 p. m. for Easton, Bethlehem. Allentown, Reading, Mauch Chunk, Wilkesbarre, Towards, Werly, Ibaca, Geneva, Lyons, Buffale and the West, Pullmas through coaches run daily. Local trains at 7 a.m. and 5:40 p. m. for Easton, Bethlehem and Coolsy.

Trains leaving at 8:10 a.m., 1 and 3:40 p. m. connect for all points in Mahanoy and Harleton coal regions, Sunday train local for Mauch Chunk 8:10 a.m. Leave Mauch Chunk at 4 p. m. train local for madel:
at 4 p. m.
General Eastern Office, corner of Church and Cortlandt etc.
E. B. BYINGTON, G. P. A.

MARY POWELL.—For West Point, Cornlanding at Cranston. Milton. New-Hemburg and Hyde Park
daily (Sundays excepted). Leaves Vestry at \$2.5, and West
22d-5t at 3:30 p.m. Counsets at West Point or Corewall, via
N.Y. West shore and Eufalo R. R. Tickets and baggage
checked to Sangerties. Catskill, Albany and all points West,
Also connects at Poughkeepsis with trains for the Northtickets sold and baggage checked to Rhenbeck, Hudson, Albany and all points west on the N. Y. Ceptral R. R.
EXCURSION TICKETS by West Foint, Prizaming via
West shore or Hudson River R. A. same day, \$1.21,
NO EXPRESS BAGGAGE RECEIVED AT 264-ST.

NORWICK LINE, TO, ROSTON, WORCES. NO EXPÉESS BAGGAOE RECEIVED AT 24-54.

NORWICH LINE TO BOSTON, WORCES—
TER, NASHUA, PORTLAND and the WHITE
MOUNTAINS without transfer. "City of Worcester," the
travellers favorite, leaves Pier No. 40, North River, foot of
Camalast, New-York, on Tuesdays, Thursdays and Saturdays,
and the popular "City of Boston" on Mondays, Wednesdays
and Fridays at 5 p.m.
Limited and Excursion Tickets at reduced rates, Staterooms may be secured at 207 Brosslway and at Pier 40. Superior advantages are offered by this line as a PAST
FIELIGHT LINE. Two steamers each way every weekday.
For information referring to passenger or freight rates apply
to
G. W. BRADY, Agent. Thousand Islands. Night express leaves on arrival of train. Day express leaves on arrival of train. Day express leaves New York on the Night on the Night of Steven Realway and daily line of stemmers from Osweso (including Sunday), touching at Kingstop, (Canada, Clayton, Alexandria Bay. Pleasantast route to Thousand Islands. Night express, with Fullman sleepers, leaves New York 79, m., arrives Osweso 7:45 a. m., best leaves on arrival of train. Day express leaves New York 5:80 a. m.

S.80 a. m. Depots and ferries in New-York foot of Certlandt, Desbrosses dis. and West 12d-at. Time-tables, tickets, and copies of Summer Homes. at Nos. 162, 207, 201, 368, 846, 1.823 Brendway, No. 757 Oth-ave., 168 East 125ta-at., 5 Union Square. In Brooklyn, 4 Court-at., Annex office, 338 Fulten-at., 7 DeKalb-ave, and depots. Steamer begins trips June 29.

J. C. ANDERSON, General Passenger Agent, 24 State-at. PROVIDENCE LINE. - Providence Direct.

ALL NORTHERN NEW-ENGLAND POINTS Elegant
Steamers RHODE ISLAND and MASSACHUSETTS leave
Plor 29. N. R., at 5 p. m. daily, except Sundays. Pier 29. N. R. at a p. m. p. at a p. m. at a

p. m., arrives at Newport 7:35 p. m. Parlor cars attached.
F. W. POPPLE, Agent. PHILADELPHIA AND READING

PROM STATIONS OF NEW-JERSEY CENTRAL DIVISION,

NEW-JERSEI CENTRAL DIVISION,
FOOT OF LIBERTY-ST, NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Roats,
from Brooklyn Bridge Pier.
TIME TABLE-TAKING EFFECT MAY 11, 1884.
FOR PHILADELPHIA and TRENTON, "Bound Brook
Route," at 745, 930, 11:15 a. m., 130, 4:00, 4:00, 5:30, 7:00,
12:00 p.m. SUNDAYS at 8365 a. m., 5:30, 12:00 p.
Direct connection at Wayne Junction for Germantown and
Chestnut Hill; at Columbia-ave, for Manayunk, Conshohocken and Norristown. DRAWING-ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

CARS on Night Trains.

Returning leave PHILADELPHIA. Ninth and Greenets.

130, 8:40, 9:30, 1:40, 8:30 a. m., 1:15, 8:45, 5:49, 6:45, 12:90 b. m. BUNDAY, 8:30 a. m., 5:30, 12:00 b. m. Third and Berks-sis, at 5:10, 8:20, 3:00 10:30 a. m., 1:00, 5:30, 5:20, 6:30 b. m. BUNDAY, 8:15 a. m., 4:30 p. m., 1:00, 5:30, 5:20, 6:30 b. m. BUNDAY, 8:15 a. m., 4:30 p. m., 1:00, 5:30, 5:20, 6:30 b. m. BUNDAY, 8:15 a. m., 4:30 p. m., 1:00, 5:30, 5:20, 6:30 b. m. BUNDAY, 8:15 a. m., 4:30 p. m., 1:00, 1:00, 1:10 a. m., 1:54, 4:22, 6:24, 7:29 p. m. BUNDAY, 1:25, 9:18 a. m., 1:50 p. m., 8:45, 4:00 p. m.

For WILLIAMSPOILT, BUNBURY, LEWISBURG, and MAHANOY CITY at 7:45, 0:00 a. m., 8:45, 4:00 p. m.

For READING and HARRISBURG at 7:45, 9:00 l.1:15 a. m., 1:00, 1:30, 4:00, 5:30, 5:45, 12:00 p. m. Sundays at 5:30 p. m.

For SCRANTON at 7:15, 9:00 a. m., 8:45 p. m.

For WILKESBABBE and PITTSTON at 7:15, 9:00 a. m.,

For WILKESBARRE and PITTSTON at 7:15, 9:00 a. m., 1:00, 1:30, 3:45, 5:45 p. m. Sundays at 5:30 p. m. For DRIFTON at 7:15 a. m., 8:45 p. m For TAMAQUA at 7:15, 7:45, 9:00 a. m. 1:00, 7:30, 3:45, 4:00, 12:00 p. m. 12:00 p. m.

For BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 7:15, 0:00 a. m., 1:00, 1:30, 8:45, 5:80 p. m. Sunday at FOR BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 7:15, 2:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. (Sunday at 5:30 p. m. (Sunday at 5:30 p. m.) FOR EAST ON at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30 p. m. Sundays, 5:20 p. m.

FOR EAST ON AT 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 4:30, 5:30 p. m.

FOR STATIONS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:00, 4:30 p. m.

FOR ELEMINGTON at 7:15, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m.

FOR SOMERVILLE at 9:00, 7:15, 7:45; 9:00, 10:30, 11:15 a. m. 1:00, 1:30 p. m. Sundays, 1:30 p. m.

FOR SOMERVILLE at 9:00, 7:15, 7:45; 9:00, 10:30, 11:15 a. m. 1:00, 1:30 p. m. Sundays, 1:30 p. m.

FOR LAIN FIELD at 9:00, 7:15, 7:45; 9:00, 10:30, 11:15 a. m. 1:00, 1:30 p. m. SUNDAYS at 5:00, 5:3

For LONG BRANCH, OCEAN GROVE, &c. (All rail) at 8:15 am, 1:30, 4:00, 6:00 pm. SUNDAYS (except Ocean Grove) at 10:45 am.

For VINELAND and BRIDGETON at 1:30 NEW-JERSEY SOUTHERN DIVISION. Prom Pier No. 8, North River, via Sandy Hook, COMMENCING MAY 22d, 1804.

For SEA BRIGHT, LONG BRANCH, etc., at 4:30, 18:15 a. m., 8:45, 4:46 p. m., Sundaya, 8:00 am. For ATLANTIC HIGHLANDS at 4:30, 10:15 a. m. 3:45, 4:45 p. m.

4:45 p. m.

For ELBERON, ASBURY PARK, OCEAN GROVE, POINT FLEARANT, etc., at 10:15 a. m., 8:45 4:46 p. m. Sundays (Except Asbury Fark and Obean Grove) at 9:00 a. m.

For Lakewood, Toms River and Barnegat at 3:45 p. m.

p. in.

Tickets can be procured at foot Liberty at, Fier No. 8, North River 21, 102, 207, 257-261, 271, 421, 721, 244, 1.517, and 1.328 Broadway; 737 and 749 6th-ave, 1 Rivington-at; 10 Green-wind-at, 108, 296 East 125th-at, and principal Motels in New-York City. In Broadway at Nos. 4 Contrast, 107 Ryoadway; 538 Fulion-st; 210 Manhattan-ave, 1 De Kalbayer, 1809 atlantic-ave. In Hobeken, 254 Washington-at, N. Y. Transfer Company will call for and check beggage from hotels or residence to destination.

J. E. WOOTTEN. C. G. HANCOCK.

General Manager.

General Manager.

J. P. HALDWIN, G. H.P. Agt., 119 Liberty-st., N. Y. WEST SHORE ROUTE.

NEW TORK, WEST SHOKE & BUFFARO RAILWAY
All Iralus except the 7:80a, m. and 4:35 p. m. leave from
West 22a-t. Despresses and Cartiandess, elations. The 7:40
t. m. and 4:35 p. m. scalas leave from West 4:2a-t. Despresses and Cartiandess, elations. The 7:40
t. m. and 4:35 p. m. scalas leave from West 4:2d-st only.
For Choose and Detroit 10:00 a.m., 8:00 p. m. Suspension
Bridge, Ningara, Falls, Buffild, Newerk and Rochester, 10:00
t. m. 8 p. m.
For Sylacuse and Oneida, 7:40, 10:00 a.m., 18 p. m.
Utes, Canadoharie, 7:40, 10:00, 11:20 a.m., 18 p. m.
For Palenville, Cairo, Mointain House Station 7:40, 11:20

Tor Pulenville, Cairo, Mountain House Station 7:e0, 11:20

For Knaterskill, Hunter, Summit, Pine Hill, Thomecia

12:2 Sharon Springs 10:10 a. to, with Buffet Parlor Car

through whom thomes from West states, extrion,

10:0 a. to, b.d. Ali, Si 10:0 a. to, b.d. Alice of Fulton-si, 10:8 Falcen
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10:1 a. to, b.d. Alice of Fulton-si,

Steamboats and Railroads. A.-HUDSON RIVER BY DAYLIGHT.

and Hudson. CONNECTIONS:

RHINEBECK-With H. and C. W. R. R., for Lakeville, Hartford, printeded and Boston, and the ferry with special train on Uniter and Del. R. for the records of the Catakills. CATSIGLLA with special train on Catakill M. R. R. HUDSON-With Boston and A. R. R. for Chalham. Pittsfield, North Alams and Lebanom Springs.

ALBAN-With Del. and R. C. Co. S. R. R. for Saratoga and the North, and with N. Y. C. R. B. for Utics, Buffalo, Nagara Falls and the West.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST,
Via Philadelphia, Baltimore and Washington.
Trains leave from Pennsylvania B. R. Bopot:
§ p. m., except Sunday, for Washington and all points West,
p. m., DAILY FAST EXPRESS. through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West.

12, MIDNIGHT, daily for Washington and all points West,
For Time-Tables, Tickets, Sleeping Berths and Baggage apply at Company soffice. 21, 315, 851 and 1,140 Broadway;
s Courtest, Brooklyn; Fonnsylvania Railroad.

FOR BOSTON AND ALL POINTS EAST.

VIS STONINGTON LINE.

Steamers leave daily (except Sunday) from Pier 33, N. R.,

Lavet, at 5 c. m. Jay-st., at 5 p. m., POPPLE, Gen'l Pass. Agt., 177 West-st. FOR BRIDGEPORT and all points on HOU-satonic and NAUGATUCK RAILROADS.—Steamers leave Catherine Slip at 11 a. m., 8 p. m.; 234-at., East River, 8:10 p. m. Fare lower than by any other route.

NEW-HAVEN, STEAMBOAT CO'S STEAM-ERS, C.H. NORTHAM AND CONTINENTAL leave Peck Slip Pier No. 25, E. R., at 3 and 11 p. m. (Sundays ex-cepted); connecting at New-Haven, with special trains for MERIDEN, HARTFORD, SPRINGFIELD, HOLYOKE, &c. Tickets sold and baggage checked at 944 Broadway, N. Y., and 4 Courtest., Brooklyn, Excursion to New-Haves \$150.

NEW-YORK AND LONG BRANCH RR.

Stations in New-York

LEAVE NEW-YORK, commencing May 27, 1834

For South Amboy, via Phila. & Reading R. R., 50t. 11:00.

3.m., 1:30, 4:50, 6: p. m. Sunday 9: a. m. 5: p. m.

8:500 a. m. 12 m. 3: 10, 5: p. m. Sunday 9: a. m. 5: p. m.

For Matawan, &c., via Phila. & Reading R. R., 3:15, 11

a. m., 1:30, 4:50, 4: 90, 5: p. m. Sunday 9: a. m. 5: p. m.

For Matawan, &c., via Phila. & Reading R. R., 3:15, 11

a. m., 1:30, 4:50, 5: p. m. Sunday 9: a. m. 5: p. m.

For Med Bank, Long Branch, Ocean Grove, Asbury Park, 9: a. m. 5: p. m.

For Matawan, &c., via Philadelphia and Reading RR., 8:15, a. m.

For Matawan, &c., via Philadelphia and Reading RR., 8: 15, a. m.

Via Pennsylvania RR, 8: a. m., 12 m. 3: 10, 5: p. m. Sundays (not stopping at Ocean Grove of Asbury Park), 9: a. m., 5: p. m.

For Freehold, vis Philadelphia and Reading RR., 8: 15, 1: a. m., 1: 30, 4: 30, 5: 00 6: p. m. For Keyport, via Philadelphia and Reading RR., 8: 15, 1: a. m., 1: 130, 4: 30, 5: 00 6: p. m. For Toma River, via Penn. R., at 3: 00 a. m., 1: 200 M.

For Vineland, Bridgeton, Atlantic City, &c., 1: 30 p. m.

C. O. HANCOCK, J. R. WOOD, R. H. N. IEMAN,

G. P. & T. A., P. & R. RR. G. P. & P. R. Acce Supt.

EWYCE RAILROAD Commencing May 31, 1884, through trains will leave Grand Central Depot.

8 a m. Western New-York and Northern Express, with through drawing-room cars to Rochester and to Mon real.

8:40 a m., Fast Lunited Chicago Express, with dining cars, stopping af Albany Utica, Syracuse, Rochester, Buffalo, Misgar's rails, Eric Cleveland and Toledo, arriving at Chicago 10:11 a.m. next day.

10:50 a m. Chicago Express, drawing-room cars to Canadiagus. Rochester, Niagar's Falls and Buffalo: connects for Oswero Sharon Springs and Richheid Soriugs.

11 a m., Western New-York and Northern Express, with drawing room cars.

Oswego Starron Springs and Richheld Springs.

11 a.m. Western New-York and Northern Express, with drawing room cars.

230 p.m. Albany, Troy, Saratoga and Utica Express, through drawing-room cars.

4 p.m., Accommodation to Albany and Troy.

4 p.m., St. Louis Express, with sleeping cars for Niagara Palls, Buffelo, Cincinnati (except Saturday), Toledo, Detroit, and St. Louis.

630 p.m. Express, with sleeping cars to Syracuse and to Auburn road: also to Moutreal.

9 p.m. Pacific Express, with sleeping cars for Rochester, Buffalo, Niagara Falls, Cieveland, Toledo, Detroit, Chicago, St. Louis, Gaweeo, also 'havon except Saturday'.

11 p.m. Night Express, with sleeping cars for Rochester, Buffalo, Niagara Falls, Cieveland, Toledo, Detroit, Chicago, St. Louis, Gaweeo, also 'havon except Saturday'.

11 p.m. Night Express, with sleeping cars to Albany and Troy, Connects with the morning trains for the West and North except Saturday night.

11 citetes of sale at Bandway, and at Westcotte Express Green, 2021 and year and 35 Fallon sits, Brooklyn, and 79 Fourth-st., Williamsburg.

Fourth-st., Williamsburg.

Fourth-st., Williamsburg.

25 Washingson-st., Brooklyn, C. H. MEEKER, St. St. Brooklyn, J. M. TOUCEY.

General Superintendent.

General Passenger Agent.

DENNSYLVANIA RAILROAD.

C. H. MEEKER,
General Superintendent, General Passenger Agent.

PENNSYLVANIA RAILROAD.
On and after Feb. 27, 1884.

GREAT TRUNK IINE
AND UNITED STATES MAIL ROUTE.

Trains leave New-York via Desbroses and Cortlands Street.
Ferries as follows:
Harrisburg, Pitisburg, the West and Sonth, with Pullman Palace Cars attached, 8 a. m. 8 and 8 p. m. daily. New-York and Chicago Limited, of Parior, Dining, Smoking and Sleeping Cars. at 8 a. m. every day?
Williamsport, Lock Haven, 8 a. a. 8 p. m. Corry and Eric 48 8 p. m. converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and the Converting at Corry for Titnsville, Petroleum Centry and Converting at Corry for Cape May, except Sunday, vith through car, 1 p. m. For Aliantic City except Sunday, vith through car, 1 p. m. For Aliantic City except Sunday, 11:10 a. m. Long Branch, Bay Head Junction, and intermediate stations via Rahway and Amboy, it a. m., 12 noon, Silo, 5 p. m. of Sunday, 9 a. m. and 5 p. m. do not stop at Asbury Park.)
Bouts of Brooklyn Amex's connect with all through training a Jorsey City, affording a speedy and direct transfer for Brooklyn travel.

Trains arrive—From Pittsburg, 8:10 and 11:20 a. m., 7:30 and 10:20 p. m. from Raining and 7 a. m. daily except Monday, From Washington and Bellimore, 6:30 and 6:00 a. m., 3:40, 8:50, 6:20, 9:20,

THE OLD ESTABLISHED ROUTE AND SHORT LINE. TRAINS EACH WAY WEEK-DAYS AND S OF BUNDAY, 3 STATIONS IN PHILADEL PHILA, 2 IN NEW-YORK

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSIST.
ENT WITH ABSOLUTE SAFETY.

Express Trainsleave New-York via Desbrosses and Cortlands Street Ferries as follows:
6:20, 7:20, 8, 8:30 (9 and 10 Limited), 11, 11:10 a. m. 1, 8:20, 8:40, 4, 5, 6, 7, 8 and 9 p. m. and 12 night. Sundays, 6:15, 8, 9 (inited) and 10 a. m.; 4, 6, 7, 8 and 9 p. m., and 12 night. Frains leaving New-York daily, except sunday, 7:20, 8:30 and 11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Trenton for Camden. Camden.
Camden.
Returning trains leave Broad-st. Station, Philadelphia, 12:01, 3:10, 3:20, 4, 4:35 (except Monday), 5:50, 7:30, 8:20, 8:30, 11, and 11:15 a.m. (Limited Express 1:30 and 5:20 p. m.), 1, 3, 4, 5, 6, 8:30, 7:40, 7:45 and 8 p. m. On Sunday 12:01, 3:15, 8:20, 4, 4:35, 8:30 a.m. 4, 5:20 Limited., 6:30, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:50 a. m. daily except Sunday.
Ticket offices, 4:35, 7:49, and 4:44 Broadway, 1. Astor House and Brooklyn Annex, Station, foot of Fulton-st. and Brooklyn Annex, Station, foot of Fulton-st. Strokey, 1:30, 1:3

don. New-York Transfer Company will call for and cheel baggage from hotels and residences.

CHARLES E. PUOH,

General Manager.

General Pass'r Agent.

STARIN'S
CITY, RIVER AND HARBOR TRANSPORTATION
COMPANY.
Office Pier 18, N. B., foot of Cortlandi-st.
Consignments of freight forwarded as directed to any part
of the world.
UNECULALIES FACULATION FOR NEW PART UNEQUALLED FACILITIES FOR DISPATCH.
Orders received for delivery of all kinds of freight and make
thandise to any part of the city.

SEA AND HARBOR TOWING AND RIVER AND HAR-EOR LIGHTERAGE. FOR LIGHTERAGE.

Preight of every description promptly lightered to any point in the harber at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHARTER FOR EXCURSIONS.

Steamers JOHN H. STARIN and ERASTUS CORNING for NEW-HAVEN, leave Pier 18, N. R., foot of Cortlands st. For New-Haven and points East, at Pier 18, No. 18, foot of Cornand-Sagata 9 p. m. daily. [Saturday's excepted.]

Preight for points on D. L. & W. R. R. received at Pier 19.

For New-Haven and points East, at Pier 18,

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., foot of White-Italian.

CENTRAL SHIPYARD, Communipaw, N. J .- Dry-D Machine and Boiler Shops. Everything apportaining to the construction and repair of vessels.

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